

# The Watauga Democrat.

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BOONE WATAUGA COUNTY, N. C., THURSDAY JULY 10, 1919.

NO 39

## The Unjust Road Law.

MR. EDITOR: I wish to bring to the attention of the people of Watauga county the unjust and unfair amendment that was passed in the recent General Assembly of North Carolina. When the men who the citizens had elected and vested power to represent the people made or had drafted a law for Watauga county to work her roads under free labor system, and after the said county had voted bonds to build a highway or highways in our county, and then pass a road law compelling the people to work the road under the Free Labor Acts or pay to the State Highway Commission the sum of \$2.00 per day when the citizens are paying taxes to support the bond issues of our county, and by the passage of this amendment, this is not just and fair to the people who supported, voted and are willing to pay the taxes to build and maintain a road system by the tax method thereby eliminating compulsory free labor on the public roads of our county.

The free labor law is unjust and unfair to the young men who have never reached their majority, who have no voice in free government, but have to work like a slave in olden times without pay or compensation which is unfair and unjust. In the days when men thought that slavery was right their masters clothed, fed and cared for their slaves, but under the free labor law every man from 18 to 45 yrs. of age must furnish his own tools, his own dinner and perhaps walk from one mile to several miles to work the road without any provisions made whatsoever by the ones who make our road laws for us.

Is it fair and just to make the men who own practically none of this world's goods work the public road while the man of wealth hauls great loads and rides over the roads built by the poor class who depend on their daily labor for their daily bread? If this is fair and right, God forbid! Many of the toiling, laboring class of people have to make sacrifices under the present free labor system in order to work the road. They often leave their farms with their farm work undone, with crops to be planted and crops to be harvested that cannot be taken care of and I want to show to the people of fair judgement and mind what a deplorable condition the present road law leaves the people in when labor is so scarce and no one to work on the farm or the crop must go to waste.

I find by experience that the present road law will not work because it will not accomplish what those who made it wish and expect it to do, as an overseer can warn out a dozen hands on his road and part of them will come late, others will condemn and curse the road law and system and our law makers, so it can readily be seen that something is wrong and I have come to the conclusion that the road law is a farce and will never accomplish the results expected, and should be repealed and abolished forever, and the roads kept up by taxation, the only proper way for a prosperous and progressive county to keep up her roads: This method and system will place the burden of keeping up the roads more on equalization with fairness to the different classes which ought and should be.

When the people of Watauga county voted road bonds the very best citizens of our county made speaking tours in every voting precinct promising the people if they would only vote bonds the

## The Jointed Railroad.

Editor Charlotte Observer: Our attention has been called to "Mountain-Top Observations" on your editorial page of the issue of June 11.

We appreciate the reference to our passenger trains and to our passenger service; also what you quote Prof. Dougherty as saying about our freight rates. We beg to correct some errors you have made as to the divisions of this road. You say it is divided, for the purposes of freight tariffs into three divisions; one between Cranberry and Montezuma; and one between Montezuma and Shulls Mills, and a third between Shulls Mills and Boone. This is not correct.

The Linville River railway extends from Cranberry to Boone, a distance of 32 miles, with a branch line from Montezuma to Pineola, a distance of 2 1/2 miles.

The East Tennessee and Western North Carolina railroad extends from Johnson City, Tenn. to Cranberry, N. C., a distance of 34 miles.

You refer to the rate on drain pipe from Chattanooga. This is 13 cents higher to Boone than to Lenoir.

The rate from Knoxville to Boone on classes 1 to 6, and A. B. C. D. average 16 1/2 cents higher to Boone than to Lenoir.

The parcel post rates in the first and second zones is less than freight rates. The postoffice department requires the railroads to carry this freight on passenger trains at so much per foot of car space, which is in most cases less than the railroads get for goods carried on freight trains, and then zones its rate for parcel post regardless of what it costs, the railroads to carry the same, and thus become a competitor with the carrier for its legitimate business. This accounts for the shipping of tobacco from Winston-Salem into nearby counties in North Carolina.

The Linville River railway was built across three high spurs of the mountains and while it is a scenic route all right enough, it is expensive to operate with its 40 per cent grades. It crosses the shoulder of the Grandfather mountain at an elevation of 4,150 feet above sea level.

GEO. W. HARDIN,  
General Manager.

Johnson City, July 1.

free labor on public roads would be abolished forever and that the roads would be kept up by taxation. Wilkes county abolished free labor on her public roads and Watauga county should do the same as her most renowned speakers promised the people if they would vote the bond issue. Is Watauga county going to remain a back number while her sister counties come to the front by keeping up their roads with taxation and not by free labor?

It is almost impossible to enforce the free labor law as the people will not work on the roads worth anything when they know that they will not get a red penny for their labors, and some classes that do work are generally the ones who get the least benefit from the road as they own no teams or automobiles and therefore keep up the road for the class that use it, damage and injure it while they keep it up without any hope of reward. Is this system right?

By taxation and free labor abolished totally you can get more work out of 3 men who work for pay than you can get out of 12 men who pretend to work under the present road system.

90 per cent of the citizens of

## The Reckless Drivers.

An Asheville man traveling on the Hendersonville highway with his mother and sister in an automobile, was run into by a public motor vehicle. The man was killed and the members of his family were badly hurt. On the other side, the driver of the public machine was taken to the hospital in an unconscious condition from his hurts, and charges of responsibility for the occurrence were made against him. It appeared to have been an instance of reckless disregard of the highway laws, but the man in the hospital died, to the prevention of any possibility of making defense. The accident serves as a reminder of the general sense of contempt many drivers of autos have of the State laws. Night riding is made dangerous by the recklessly speeding machines with glaring headlights, and day riding is but little less safe by reason of the dangerous tendencies of drivers in rounding curves without sounding a warning and a general inclination not to "give the road." It is probable that the man responsible for the incident under consideration was whooping it by with the determination to make the other man give all the road, and scarcely affording opportunity for the necessary turning out. In some parts of North Carolina, and especially around Asheville, a man takes his own life in his hands when he sallies forth in an automobile either for pleasure or business. The parties responsible for the avoidable accident often escape accounting in a local court and when tried are dealt with so lightly as to constitute their offense merely a sport. We had been in eager expectancy that the man in the hospital would recover from his injuries so that the case in which he and another were fatally involved should get into court for there had been held out promise of a trial that would have been calculated to make an impression upon the minds of reckless drivers. —Charlotte Observer.

## Do Your Best.

Everyone should do all he can to provide for his family and in order to do this he must keep his physical system in the best condition possible. No one can reasonably hope to do much when he is half sick a good share of the time. If you are constipated, bilious or troubled with indigestion, get a package of Chamberlain's Tablets and follow the plain printed directions, and you will soon be feeling all right and able to do a day's work.

Stony Fork township speaking for themselves wish to state that they are willing to keep up their own roads respectfully under the old system of free labor until the present road law is repealed and abolished, but are not willing to go several miles to the utmost end of the township to construct a road for another section when some of the people will have to walk almost a half day to get to this section before any work can be done.

Stony Fork township is ready to pay her taxes to keep up her roads but under the cruel, unjust and unfair free labor road law, will repudiate this system every time, and in the name of justice ask that the present road law be repealed and keep up the roads in Watauga County by the modern and progressive way, the only successful way, by taxation.

Respectfully,

G. C. GREENE.

Stony Fork, N. C.

## Mr. H. W. Horton Writes of County Celebration on July 4.

Mr. H. Walter Horton, one of Boone's newly acquired and most progressive citizens, wrote the following little story for the Charlotte Observer, and was kind enough to hand us a copy. As it is a good resume of not only the great celebration held in Boone on the 4th, but of the activities in our town, we publish it with very great pleasure:

Boone, the metropolis of North western North Carolina, and the most famous because it is named for, and on the trail of the pioneer Daniel Boone, and also its altitude being the highest of any county seat east of the Rocky Mountains, has never in her history had such a crowd within her gates as assembled here today to honor the returned soldiers of the World War and other wars.

Between eight and ten thousand of the purest Anglo Saxon blood to be found in the United States motored, wagoned, bugied or walked to Boone and by ten-thirty the town was crowded from one end to the other. The parade, under the efficient direction of Prof. I. G. Greer assisted by three aides from each township, started from the courthouse promptly at ten thirty and moved toward the Appalachian Training School campus. In the parade many of the progressive business interests of the town were represented, among the most attractive being the Ontario Drill by D. J. Cottrell, Agent; and the Nash Motor Car, the Training School beside the patriotic floats.

At the picnic grounds Capt. E. F. Lovill delivered the address of welcome, and then Major Bullwinkle, of Gastonia delivered a rousing patriotic speech. During the speaking the ladies were spreading on a table four hundred feet long the choicest goods from the pantries of hundreds of the best homes in every part of the county. Hundreds more could have been served from what was packed back in baskets and carried home, which is no small compliment to the patriotism of women of Watauga. It was the greatest celebration the people of Watauga ever had, with not a sign of disorder of any kind, which so often mars the pleasure of such occasions.

Boone, a part of North Carolina territorially, but tied to Tennessee commercially and socially, is enjoying a new sense of progress, as evidenced by the many substantial buildings that are going up. The new station is almost completed, and it is a nice one too, and then there is the Ford Garage, a neat, modern brick building going up on Depot Street, and just across the street is a wholesale grocery going up, built by Messrs Boldin & Turner of Lenoir, and just west of the depot Mr. J. T. Miller is erecting a bungalow, and up on Main Street the Highway Motor Co. of Boone and North Wilkesboro is building a garage and service station of brick 40 x 76 feet, and north of main street Mr. O. L. Coffey, Clerk of the Court, has just finished a handsome bungalow. Hon. F. A. Linney is erecting a bungalow on Green Heights Mr. A. D. Blair is building in East Boone, Mr. H. W. Horton is getting material together for a bungalow on "Pinetops" one mile south of Boone, and in addition to this a new bank, to be called the Peoples Bank & Trust Co., has been organized, and will soon open for business. The Road Commission has bought and will

## The FOURTH, as Seen By a Visitor.

MR. EDITOR: I am glad to have been in your town on the Fourth. I was surprised and pleased. The ideal weather added much to the occasion. The old soldiers—may God bless them every one—were there; the Boys, fresh from the bloody battle fields of France; the citizens of the town, county, and the near-by counties, and visitors from a distance were all there. The great crowd gathering on Main street, marching in a most orderly way to the college campus, followed by the college students, and the splendid public school of the town, the good array of marshals doing well their part, impressed one with the greatness of Watauga county. The splendid brass band, the fife and drum played by veterans of the Civil War; the thrilling speech of Major Bullwinkle touching every patriotic nerve.

The sumptuous dinner spread on a series of tables 400 feet long—and too short—the feeding of more than six thousand people and the great abundance left, is to the everlasting credit of the many fine housewives of your county.

I was told by many how the county editor introduced the idea of the big meeting; how he worked with open pocket-book, head, heart and hand to make the occasion go; how the people back into the most remote corner of the county, fell solidly into line with money, dinner-baskets and fine co-operation. It may now be said again "In unity there is strength. With hearty congratulations to you, and every one who helped to make the occasion the great success it was, I am,

Most Cordially,

A VISITOR.

The chief concession of Germany lies in the provision that she will be admitted to decent society when she proves her claim to decency. That is fair enough. —Rochester Herald.

improve the Boone & Blowing Rock Turnpike, which has already had the toll gate removed, and last and by no means least the town officials are getting ready to build concrete sidewalks and streets, and a water system will be put in soon by a private corporation if the present plans are carried out, so Boone is at last beginning to feel the impetus her natural resources entitle her to.

## Oh Where Is Your Dog?

Oh, where is your wandering dog tonight, while you sweetly slumber and sleep? Is he safe at home under lock and key, or out killing a neighbor's sheep? Does he work each day for his bed and board, and never do mischief or harm, while faithfully watching the house and home, and all of the stock on the farm? If he's not worth while in some useful way and doesn't pay for his keep; consign the cur to the buried bow-wows and end his raids on the sheep! If you don't attend to this job at once, you may have a bill to pay; for your dog may join in a killing bee, when you are from home some day. Food is too precious to throw away on a vicious, worrying hound, while wool and mutton are needed by all, here at home and the world around. —A. S. Alexander.

## About Rheumatism.

People are learning that it is only a waste of time and money to take medicine internally for chronic or muscular rheumatism and about ninety-nine out of a hundred cases are one or the other of these varieties. All that is really necessary to afford relief is to apply Chamberlain's Liniment freely. Try it. It costs but 35c per bottle. Large size 60 cents.

## Don't Quit READING NEWSPAPERS NOW

Just because the war is over, or because you may be busy with raising a new crop, is no reason why you should cease to keep up with the great problems facing the world and the United States.

The period of readjustment is at hand. New conditions are coming to pass and new issues must be met. You must read a daily newspaper to keep informed and to know what is happening and how decisions on important matters are reached.

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GREENSBORO, N. C.

## EAST TENNESSEE AND WESTERN NORTH CAROLINA RAILROAD CO.

### LINVILLE RIVER RAILWAY

Time Table No. 84

In Effect 6.30 A. M. Sunday, June 15th, 1919—(Eastern Standard Time)

EASTWARD		STATIONS		WESTWARD	
No. 4	No. 2	(E. T. & W. N. C. R. R.)	No. 1	No. 3	
P.M.	A.M.	Miles	A.M.	P.M.	
.....	1.00	9.20	.....	11.00	6.45
.....	1.12	9.32	.....	10.45	6.30
.....	1.16	9.36	.....	10.29	6.23
.....	1.20	9.40	.....	10.36	6.20
.....	1.28	9.47	.....	10.30	6.13
.....	1.38	9.57	.....	10.22	6.05
.....	1.41	10.00	.....	10.15	5.57
.....	1.48	10.07	.....	10.10	5.52
.....	1.56	10.18	.....	10.00	5.43
.....	2.05	10.28	.....	9.52	5.35
.....	2.10	10.33	.....	9.45	5.28
.....	2.17	10.40	.....	9.38	5.22
.....	2.25	10.47	.....	9.33	5.17
.....	2.32	10.55	.....	9.25	5.10
.....	2.50	11.13	.....	9.07	4.52
.....	3.00	11.20	.....	8.55	4.40
.....	P.M.	A.M.	.....	A.M.	P.M.

No. 6 (Linville River Railway) No. 7

P.M.	P.M.	A.M.	.....	A.M.	P.M.	A.M.
.....	3.10	11.30	.....	8.45	4.30	.....
.....	3.30	11.50	.....	8.20	4.15	.....
.....	3.38	11.58	.....	8.20	4.07	.....
.....	3.45	12.05	.....	8.15	4.02	.....
.....	4.00	12.15	.....	8.05	3.52	8.00
.....	4.15	.....	.....	.....	.....	7.45
.....	4.02	12.25	.....	7.55	3.45	.....
.....	4.22	12.45	.....	7.35	3.25	.....
.....	4.27	12.50	.....	7.28	3.18	.....
.....	4.35	12.58	.....	7.20	3.10	.....
.....	4.45	1.05	.....	7.13	3.02	.....
.....	4.55	1.15	.....	7.05	2.52	.....
.....	5.08	1.25	.....	6.52	2.40	.....
.....	5.17	1.32	.....	6.44	2.32	.....
.....	5.30	1.45	.....	6.30	2.15	.....
.....	P.M.	P.M.	.....	A.M.	P.M.	A.M.

F—Flag Stations. Trains 1, 2, 3 and 4 run daily. Trains 6 and 7 run daily except Sunday.

P. M. ALLISON, Superintendent.

GEO. W. HARDIN, V. P. and G. I.

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